



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

P.O. BOX 25201, RALEIGH, NC 27611-5201

CERTIFICATION OF RULEMAKING

Certifying Agency: Department of Transportation				
Action:	<input checked="checked" type="checkbox"/>	Adoption	<input type="checkbox"/>	Repeal
Statutory Authority: 136-54, 136-30, 20-141, 20-115.1.				
Public Hearing Not Required For This Action Under: GS 150B.				
Rule Summary: Rural Speed Zones, Route Changes, STAA National Truck Network.				
Division: 6				
Circumstances Requiring Rule Adoption, Repeal: Necessary for public safety and welfare.				
Effective Date: January 15, 2019				

January 15, 2019

DATE

OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE

Rural Speed Zones

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0104).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt all necessary rules for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0104).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances in accordance with General Statute 20-141.

COUNTY CUMBERLAND DIVISION 6

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
CUMBERLAND	1075791	I 295	65	65	Between SR 1007 (All American Expressway) and I-95, US 13.
CUMBERLAND	1075794	SR 3878	50	50	Between I-295 and Howell Street.
CUMBERLAND	1075797	NC 210	45	45	Between 0.116 mile north of SR 1437 (Shaw Rd) and 0.265 mile north of I-295.
CUMBERLAND	1075837	SR 4415	35	35	Between US 401 and 0.452 mile northwest of US 401.
CUMBERLAND	1075838	SR 2463	35	35	Between SR 2460 and 0.03 mile south of SR 2460.

Route Changes

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0104).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt all necessary rules for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0104).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances in accordance with General Statute 136-30, 136-54.

COUNTY CUMBERLAND DIVISION 6

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
CUMBERLAND	1075835	I 295	Add I 295 to replace existing NC 295 between SR 1007 (All American Expressway) and I 95, US 13.
CUMBERLAND	1075836	NC 295	Delete existing NC 295 and replace with I 295 between SR 1007 (All American Expressway) and I 95, US 13.

STAA National Truck Network

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0104).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt all necessary rules for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0104).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances in accordance with General Statute 20-115.1.

COUNTY CUMBERLAND DIVISION 6

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
CUMBERLAND	1075795	I 295	National Network between SR 1007 (All American Expressway) and I 95, US 13.
CUMBERLAND	1075796	NC 210	Non-Network, concurrent with NC 24 between I-295 and SR 1602 (Spring Avenue).

The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (136-54, 136-30, 20-141, 20-115.1).

All the actions herein adopted are effective January 15, 2019 and are identified as follows:

ORDINANCE TYPE	ADOPT	REPEAL
Rural Speed Zones	5	0
Route Changes	2	0
STAA National Truck Network	2	0
Total	9	0

For ordinances requiring signing or marking, the Division Engineer for each affected Division shall cause to be installed appropriate signs or markings indicating the action of the State Traffic Engineer and these ordinances shall be in full force and effect from and after the installation of such signs or markings.

January 15, 2019

DATE


OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE



U.S. Department
of Transportation
**Federal Highway
Administration**

Office of the Administrator

January 15, 2019

1200 New Jersey Ave., SE
Washington, D.C. 20590

In Reply Refer To:
HEPH-20

James H. Trogon, P.E.
Secretary
North Carolina Department of Transportation
1 South Wilmington Street
Raleigh, NC 27699

Dear Mr. Trogon:

Thank you for the North Carolina Department of Transportation's (NCDOT) letter requesting the Federal Highway Administration's (FHWA) approval to add the Fayetteville Outer Loop (NC-295) from I-95 north of Fayetteville to the All American Expressway (SR 1007) in Cumberland County to the Interstate Highway System as I-295. Your request is for a portion of the 14.08-mile segment described in the 2003 Future I-295 Agreement between NCDOT and FHWA. The requested segment will connect Fort Bragg Military Reservation and Pope Field to the Interstate System.

Our North Carolina Division Office confirms two design exceptions to the American Association of State Highway and Transportation Officials (AASHTO) Interstate Design Standards. We find the design exceptions acceptable. The requested segment also meets the statutory requirement by connecting a major traffic generator to the Interstate System. Based on our reviews and AASHTO's conditional approval of the numbering, I hereby approve the addition of the segment of NC-295 from I-95 to SR 1007 to the Interstate System as I-295.

Sincerely,

Brandye L. Hendrickson
Deputy Administrator

cc:
Jim McDonnell, P.E.
(AASHTO)



AASHTO



(August 2018)

American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of North Carolina for:

- ☐ Elimination of a U.S. (**Interstate**) Route
- ☒ Establishment of a U.S. (**Interstate**) Route
- ☐ Extension of a U.S. (**Interstate**) Route
- ☐ Relocation of a U.S. (**Interstate**) Route
- ☐ Establishment of a U.S. Alternate Route
- ☐ Establishment of a Temporary U.S. Route
- ☐ **Recognition of a Business Route on U.S. (**Interstate**) Route
- ☐ **Recognition of a By-Pass Route on U.S. Route

I-295

AASHTO Use Only

Between SR 1007 (Cumberland County) and I-95 (Cumberland County)

The following states or states are involved:
North Carolina

- *****Recognition of...** A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice.
- If there are deficiencies, they should be indicated in accordance with page 5 instructions.
- **All applications requesting **Interstate** establishment or changes are subject to concurrence and approval by the FHWA**

DATE SUBMITTED: August 31, 2018

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@aaashto.org

- ***Bike Routes:** this form is not applicable for US Bicycle Route System
- Different actions require separate applications even for the same route

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request: (Keep concise and pertinent.) _____

This section of roadway has been built to interstate standards and is currently open to traffic. The establishment of this interstate route will connect SR 1007 (All American Expressway) and the Fort Bragg Military Installation to I-95 in Cumberland County. This proposed interstate route will provide a logical connection to serve the growing transportation needs in the area. The FHWA approved the designation of this route as future I-295 on November 20, 2003 and indicated favorable consideration of the request for partial addition, when completed, for this section from SR 1007 (All American Expressway) to I-95.

Date facility available to traffic Currently Open to Traffic

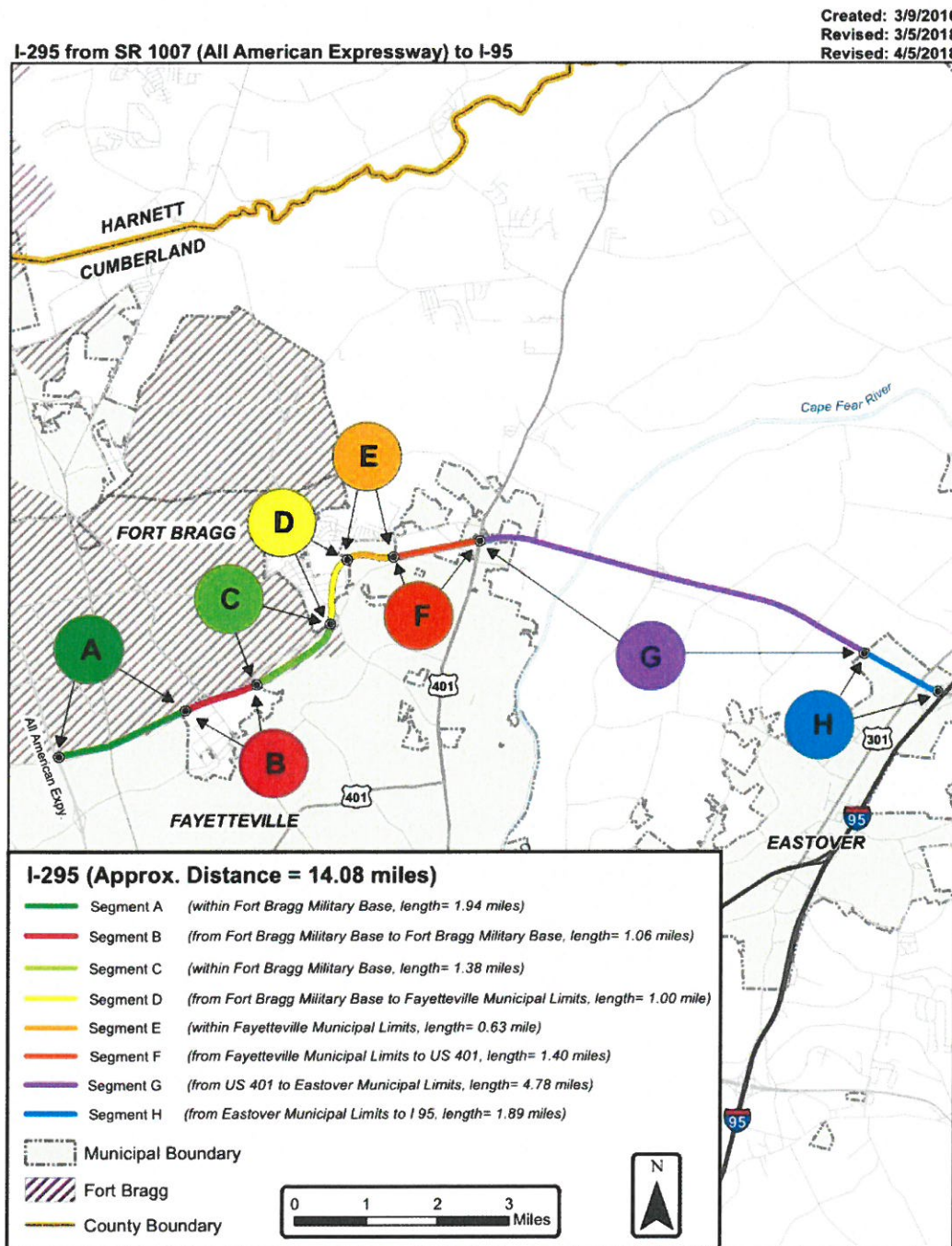
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where? _____

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to pngethe@ashto.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)



The State agrees and pledges its god faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 21,700 as compared to N/A for the year 2016 for the remaining portions of this U.S. Numbered Route in the State.

The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.

DocuSigned by:



EE1671ADD2D24E8

(Signature)

Chief Executive Officer

NCDOT Chief Engineer's Office

(Member Department)

This petition is authorized by official action of _____

under date of _____ as follows: (Copy excerpt from minutes.)

All applications must be endorsed by the member department CEO. A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

Instructions for Preparation of Page 6

Column 1: **Control Points and Mileage.** Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2:	Pavement Type.	Code
	High type, heavy duty	H
	Intermediate type	I
	Low type, dustless	L (show in red)
	Not paved	N (show in red)

Column 3:	Pavement Condition	Code
	Excellent	E
	Good	G
	Fair	F (show in red)
	Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: **Traffic.** Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 **Pavement Width and Shoulder Width.** These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 **Major Structures.** Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

Column 9: **Vertical Sight Distance.** Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: **Horizontal Curvature.** Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11 **Percent Grades.** Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

What follows is an Excel worksheet that you can open by right clicking your mouse and select "Worksheet Object" – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps.

1	2	3	4	5	6	7	8	9	10	11	
Mileage	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards						
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures		Vertical Sight Distance Deficiency	Show When In Excess of Standard	
							Roadway Width Deficiency	H - Loading Deficiency		Horizontal Curvature	Percent Grade
Percent	Percent	Percent	Percent	Percent							
10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length					
0	A		23,000								
2	B										
4	C		24,000								
6	D										
6	E		19,000						2.49		
8	F	H	G	None	None	None	None	None		None	
10	G		21,000								
12			22,000								
14	H										
16											

Attach additional sheet here if necessary

Contact Information:
Renee B. Roach, PE
919-814-5020 (phone)
919-771-2745 (fax)
rroach@ncdot.gov

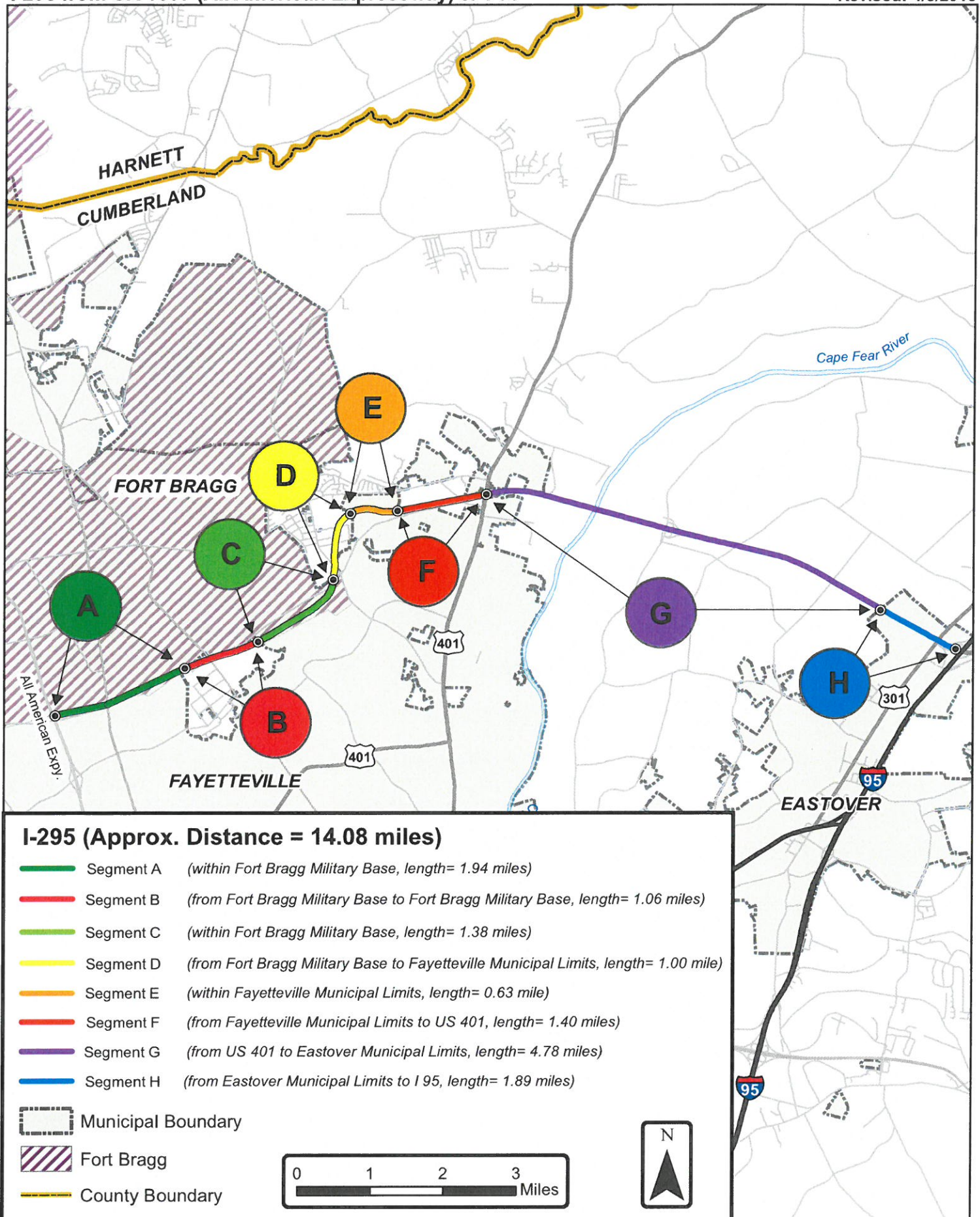
The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

- Where does the route begin?
- Where is it going?
- What type of facility is it traveling over?
- Explain the direction (north, east, south, and west)
- Name the focal point city or cities
- Total number of miles the route will cover
- Where does it end?

Begin your description here in unformatted single spaced paragraph format:

The route begins at SR 1007 (All American Expressway), bordering Fort Bragg Military Installation in Cumberland County. It is going north and east along existing alignment to I-95. The route is traveling along existing alignment, which is a multi-lane, divided, full control of access facility. The route is going north and east. The focal point cities along this route are Fayetteville and Eastover. The route will cover approximately 14.08 miles. The route ends at the I-95 interchange in Eastover, Cumberland County.

I-295 from SR 1007 (All American Expressway) to I-95





STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

August 16, 2018

Mr. John F. Sullivan, III, PE
Division Administrator
Federal Highway Administration
310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601-1418

Dear John:

This letter is in reference to the proposed addition to the Interstate System for Interstate route 295 from Interstate 95 Exit 58 to SR 1007 (All American Expressway) in Cumberland County. The Federal Highway Administration (FHWA) approved the Fayetteville Outer Loop as a future Interstate from Interstate 95 to US 401 (Raeford Road). Subsequently, the North Carolina Department of Transportation (NCDOT) has received approval from both FHWA and American Association of State Highway (AASHTO) for the future Interstate 295 route number designation.

The portion of the Fayetteville Outer Loop Project X-0002 from I-95 Exit 58 to SR 1007 is complete and was built to interstate standards. The completion of this portion of the outer loop provides a continuous facility from I-95 north of Fayetteville to SR 1007 and direct access to the military installation at Fort Bragg.

North Carolina is aware the northbound exit ramp from I-95 onto NC 295 is a left turn movement. This type of design may have been implemented several years ago due the low volume of traffic completing this movement. Traffic counts collected in 2015 indicate this movement is 129 vehicles per hour in the am peak. The majority of traffic accessing NC 295 is from the southbound I-95 ramp connection. However, the Department has committed to upgrade the interchange to accommodate the movement under STIP project I-5986, which is part of our recent INFRA grant award.

The Department intends to pursue acquiring a resolution from the Fayetteville MPO in support of designating I-295. In addition to procuring a resolution, the Department plans to submit an application to the Route Numbering Committee of the American Association of State Highway and Transportation Officials (AASHTO) in the fall 2018 submittal for the establishment of I-295 between I-95 Exit 58 to SR 1007 in Cumberland County.

NCDOT hereby requests approval from FHWA to add this section of I-295 from I-95 to SR 1007 for 14.08 miles in Cumberland County to the Interstate System under Title 23 USC 103(c)(4)(A).

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
OFFICE OF THE CHIEF ENGINEER
MAIL SERVICE CENTER 1536
RALEIGH, NC 27699-1536

Telephone 919-707-2500
Fax: 919-733-9428
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
1 SOUTH WIMINGTON STREET
RALEIGH, NC 27601

Mr. John F. Sullivan, III
August 16, 2018
Page 2 of 2

We would appreciate your favorable consideration of this request and prompt submission to your Washington office.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read 'T.M. Little', with a long horizontal flourish extending to the right.

Tim M. Little, PE
Chief Engineer

TML:JKL:rbr

Attachments

cc: MG(R) James H. Trogon, III, PE, Secretary of Transportation, w/attachments
Bobby Lewis, PE, Chief Operating Officer, w/attachments
J. Kevin Lacy, PE, State Traffic Engineer, w/attachments
Greg Burns, PE, Division Engineer, w/attachments
Bradley Hibbs, PE, FHWA- NC Division Operations Engineer, w/attachments
David Phipps, PE, Central Regional Field Operations Engineer, w/attachments
Renee B. Roach, PE, State Signing and Delineation Engineer, w/attachments